

THE MINISTER OF SHIPPING (SHRI ARUN JAITLEY): (a) Yes, Sir.

(b) The proposed amendments are aimed at giving statutory status to the IWAI so as to empower it to borrow and mobilise funds from the market by raising bonds, enlarging its role to enter into commercial/joint ventures to encourage private investment in IWAI Sector, enabling it to bring in more professionalism by appointing outside professionals as members of the Authority, making provision for regulating the procedure as to the manner in which decision would be taken in the meetings of the Authority and specifying the qualifications of the members of the Authority. The Amendment Bill is likely to be introduced in the Parliament during the current session.

(c) Yes, Sir. In fact, inland water transport already takes place on these waterways:

- (d)(i) These are National Waterways No. 1 : The Ganga-Bhagirathi-Hooghly river system from Allahabad to Haldia (1620 kms);
- (ii) National Waterways No.2 : The Brahmaputra from Dhubri to Sadiya (891 kms); and
- (iii) National Waterways No. 3 : The West Coast Canal from Kottapuram to Kollam alongwith Champakara and Udyogmandal Canals (205 kms.).

(e) Water Transport service exists in three National Waterways and in many other waterways such as waterways in Goa, Maharashtra etc. and to that extent, the modalities are already in place with the announcement of the IWT policy by the Government the IWT services in the National Waterways are bound to increase in terms of number of vessels and the cargo carried through water transport services.

Stagnation in steel production

*146. SHRI RAMACHANDRAN PILLAI: Will the Minister of STEEL be pleased to state:

(a) whether the production of steel got stagnated both in public and private sectors for the last five years;

(b) if so, what are the details thereof;

(c) whether there is any plan to expand the production in the Ninth and Tenth Five Year Plans;

(d) whether there is decrease in global steel production in the last decade having its effect of India; and

(e) if so, what are the details in this regard and the steps taken to remedy the situation?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI BRAJ KISHORE TRIPATHY): (a) and (b) while the production of finished steel in public sector remained more or less constant, the production of steel by private sector has been increasing as indicated below :

(In million tonnes)

	1995-96	1996-97	1997-98	1998-99	1999-2000
Public Sector	8.8	8.5	8.54	7.64	8.53
Private Sector	12.6	14.2	14.83	16.18	18.18
TOTAL:	21.4	22.7	23.37	23.82	26.71

(c) After liberalisation of the steel industry, the production of various kinds of steel is driven by market forces and no guidelines are issued in this regard by the Government. The main producers of steel in the public and private sector plan their production based on the market demand projections. Government has however taken several steps to increase the production of steel such as modernisation and expansion of public sector steel plants, adoption of various policy measures to encourage creation of additional steel production capacity in the private sector.

(d) No, Sir.

(e) Does not arise.

Objective of Tribal Sub-Plan

*147. MISS MABEL REBELLO: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the concept, aims and objects of Tribal Sub-Plan;

(b) the role of Integrated Tribal Development Project (ITDP) and Tribal Development Blocks in Tribal Sub-Plan;

(c) whether Government are aware of the formation, powers and functions of District Government in the State of Madhya Pradesh; and